

The War. The departure of the Duke and Duchess of York at Portsmouth for Australia was a brilliant imperial function. The British House of Commons has determined to find out who furnished the London Times with an advance copy of the civil list. The United States government has officially recognized that the two former South African republics are now merely British colonies. King Edward has despatched a letter respecting the wording of his message sent after the death of the Queen to the Kansas legislature. Premier Roblin has challenged Mr. Isaac Campbell, K. C., to a platform duel on the railway contract. Mr. Campbell will probably accept, under certain conditions. Two wholesale houses were destroyed in Montreal Saturday. Fireman Juma was killed. Hudson Hotel & Co's and Leeming Miles & Co's were the premises burned. Right Hon. Jos. Chamberlain at a meeting of the British War Relief Association advised the fair sex to go to the colonies as there were too many women in Britain. The distribution of Canadian children among the Dominion department of the interior has started a big demand for collections of Canadian animal pictures. The expedition of Mr. Ferdinand de Andaz who was wounded in the thigh Saturday in a duel with Count Bog de Castelane continued slightly favorable but there is no special anxiety concerning him. Hargrave, Maine, March 17.-Rev. Elijah Kellogg, author and preacher whose fame rested on his books for boys and his exhortations "Parables to the Gladiators," which nearly every school boy has learned at some time, died at his home of bronchial pneumonia, in his 88th year. Nashville, Tenn., March 17.-At Tip-topville in Lake County last night a mob hanged Lee Edwards, a negro, to a tree near the court house. The negro was charged with assault on a white woman, a wife of a nineteen year old, and a trial jury had just reported that they could not agree and had been discharged. A different verdict had been expected and the mob seized the prisoner before the sheriff could carry him from the court room. Paris, March 17.-The duel fought today between Count Bog de Castelane and M. de Raday was carried out with the utmost correctness and every step of the proceedings was watched by absolute calmness and courtesy on both sides. After placing the principals in the center of the arena, the Count de Dion stated the rules of the duel and then handed them the pistols. A few moments of deep silence followed when the Count de Dion, Count de Dion "yes" came the reply from both, another brief silence and then the Count de Dion rang out sharply followed by the word "one," "two," "three," at regular intervals. Between the words "one" and "two" a report was heard of smoke issued from the muzzle of M. de Raday's weapon, "two" had just rang when Count de Dion's pistol fired and immediately M. de Raday clapped his hand to his right thigh and exclaimed "I am wounded," at the same moment the spectators cried "he is hit" and hurried to the side of M. de Raday who tottered and then leaning heavily on his right leg he was carried to the side of the track where the surgeons probed and dressed his wound. LOCAL. -Court opens to-morrow. -A car of Galicians came in Friday. -Messrs. Edmiston & Johnston, architects, have moved their office to the Bulletin block. -Sgt. Gishbach left Thursday for the east on a few weeks leave of absence. -Forty new settlers came north Friday. -Marty left the main at Wednesday. -Mr. Justice Scott comes in tonight to preside at the coming sitting of the court. -Mr. Beverington, formerly of Brudenheim, has purchased and taken over Adams & Porter's restaurant, the Standard. -A. L. Elliott was elected for Banff by acclamation. Mr. Elliott is now commissioner of public works in the territorial government. -R. B. Bennett, seeking re-election in West Calgary, for the territorial assembly, will be opposed by C. A. Stuart, a prominent and rising barrister of Calgary. -W. R. Hovey accompanied by his brother, J. A. Hovey, of Brandon, returned Friday from a trip through the Vermilion. They were favorably impressed with the Vermilion as a ranching country. It is a country of unlimited hay and wide rolling valleys. -The funeral of the late Rice Harris took place Saturday from the general mortuary to the Edmonton cemetery. The burial services being conducted by Rev. H. A. Gray. The pall bearers were: Jas. O'Neil, E. Bentley, John Kelly, W. Durrant, W. E. H. Stokes and B. Wilson. -The instructions from the department of the post office will now be kept open for mail holders until ten o'clock every night. Each night, from 7:30 to 10:00 p.m., the post office will be open for half an hour for the delivery of letters to those not having boxes. The post office staff has been instructed by the department of Miss Clara Thompson. -Dr. D. C. Edwards, of Regina, arrived on Friday's train on his way to the north on a trip of medical inspection among the Indians of the newly acquired treaty districts of Athabasca and Mackenzie rivers. Dr. Edwards goes to Athabasca Landing and up the river to Lesser Slave Lake and Sturgeon. He will then go to Chipewyan and up the Peace to Fort St. John, treating the Indians at each point. Dr. Edwards will be taken on his outward trip, and Wabesow will be visited on the way. Dr. Edwards will be accompanied on his trip by H. A. Conroy, and they expect to be back to Edmonton by the middle of September.

General Telegraphic News. Kansas Seize Disputed Territory-British Retreat. Ex-President Harrison Dead. Murderous Strikes. London, March 17.-A dispatch from Kansas states that the Russian forces have taken possession of the territory between Tien Tsin which is in dispute between the Chinese and the British. Mr. Barrow, who had remained at the point over which the dispute arose, had received reinforcements and seemed ready to fight when the Russians took the aggressive. Mr. Barrow hesitated to act in the face of direct instructions from the British and who could not be reached for orders. Gen. Barrow therefore consulted minister Saitow, but official advice was a moderate warning. The Russians advanced with loaded rifles should fighting be necessary. The British feared of precipitating conflict which might be the beginning of a gigantic struggle, resented from their position which the Russians at once occupied. The Russians are exulting over their easy victory. Although Russia occupies the railway siding at Tien Tsin it is believed that the Russian will settle the dispute amicably. Indianapolis, March 17.-Surrounded by fully 1500 of his fellow citizens the remains of Benjamin Harrison were this afternoon interred in the family lot in Crown Hill cemetery. The funeral was the most magnificent of his family, President McKinley and other visitors of distinction and the intimate friends of Gen. Harrison. Montreal, Que., March 17.-A strike of the last of the Ames Holden shop workers resulted yesterday in a murderous assault on two employees of the company. J. E. Bailey and Chas. Hamilton were proceeding to the factory of the company on Victoria street. While passing along the street two men crept up behind them holding in their hands iron bars weighing probably two and a half pounds each. With these weapons they attacked the two men on the back of the head cutting down to the skull by the force of the blow. Hamilton was also staggered by the second man with a similar blow, but was not injured so dangerously. The assault was evidently premeditated and the assailants waited for the men. The assailants it is thought were employees of the striking employees of the Hamilton Company or their sympathizers. The men who were attacked are two of the last of the strikers to leave the place of strikers in the company's factory. A mob hanged a negro in Lake County, Tenn. Postmaster-General Mulock has reached London. The expenses of Queen Victoria's funeral were \$230,000. United States Consul Hay, of Providence, has reached New York. W. B. Williams, a Delaware hotel keeper, died in a Winnipeg hospital. Sloan, born Joe Frey, won the California derby at Inglede, San Francisco. Sir William MacDonald has given another large donation to McGill university. The Manitoba government will establish a new municipality south of Lake Lake. There is an uneasy feeling in Morocco over French encroachments in the country. Members of Baden-Powell's club will not share in the Canadian patriotic fund. The death sentence passed on George St. Cyr, now in Dawson jail, has been commuted. Several girls lost their lives in a fire at St. Joseph, Mo., leaving from a paper store. Judge Richards will try Mrs. Frogg at Norway house this spring on a murder charge. The first St. Patrick's day parade at Ottawa since 1877 was attended by over 4,000 persons. By an explosion of ammonia on the New York two persons were killed and many injured. Icelandic residents of Winnipeg at a meeting decided against the Roblin railway contract. Lord Alinto has presented a challenge for competition among Canadian income tax payers. A party of 1,000 immigrants and twenty-two invalided Canadian soldiers have reached Halifax. Their ship, the Tom's Cabin Co. had their ship bound in Montana and numbers lost their lives. The national association of carmen at a meeting in New York removed Rumor from the annual ranks.

Edmonton. The Edmonton Saw Mill Co. has been carrying on business at Edmonton under the style of "The Edmonton Saw Mill Co." Notice is hereby given that I will open to stock p.m. of Wednesday, 10th day of April, 1901, receive tenders for the purchase of all books of account, accounts and judgments now in my hands as securities of the above estate. Full information re the books accounts and judgments may be had by applying to me during office hours or by letter. I do not undertake to accept any accounts or judgments but will dispose of them as the account appear in the books and the judgments or orders. The assignment of the book accounts and judgments to be at the expense of the purchaser. Dated at Edmonton this 15th day of March, A. D. 1901. GEO. T. BRAGG, Assignee of the above estate. 401. 1000 Chairs just arrived and marked at 45c, 50c and 60c. Better at 70c, 80c and 90c. J. T. BLOWEY, EDMONTON AND STRATHCONA. 13. Money to Lend. A large amount of private funds to lend on first mortgage on land. Apply to SHORT & CROSS, Advocates, Edmonton. Do You Cough? Graydon makes a medicine that will relieve you. Tar and Wild Cherry is prepared under his personal supervision after a formula of a celebrated physician. Geo. H. Graydon P. O. Drug Store, Edmonton.

Bring your Wheels to our Repair Shop and have it cleaned and repaired. A word to the wise is sufficient, and the "word" is "a stitch in time saves nine." ALL WORK GUARANTEED. POTTER & MACDOUGALL. Seed Oats for Sale. First class seed oats. Apply to JAMES WHALEN, Ten miles west of Edmonton and one mile north of Old Stony Field road. 100% REWARD. Bring one black cow, one old mare, while pig on footlock. Above reward will be paid for information leading to her recovery. LOUIS VANACKER, St. Albert. Clothing Hats & Caps In this department we show the largest and best assorted stock in the north. Our range of Tweeds this season surpasses anything we have heretofore shown. Our Suits are made up in the latest cut and of the most fashionable materials. We show a fine line of office and business suits at \$15. No more need of going to the tailor when you can get a suit to fit you at this price. Try us for once. Our furnishing dept. is complete in all particulars, and is the leading one in the north. W. T. HENRY & Co MEN'S FURNISHINGS, BOOTS & SHOES. Selling Out! RETIRING FROM BUSINESS We will begin on the 20th inst. a 60 Days' Clearing Sale of our \$8,000.00 Stock of Gents' Furnishings. This is a new and fully assorted stock of Ready-made Clothing, Shirts, Ties, Hosiery, Hats, Caps; also Boots and Shoes and Fur Goods. And includes our spring purchases already arrived, or arriving. Prices will be cut so heavily as to ensure the stock being disposed of by the end of the specified time. Come early. Cristall & Diamond, Gentlemen's Outfitters. The Building Boom will soon be on. OUR SPECIALTY IS Doors and Window Frames MADE OUT OF Kiln-Dried Lumber. Cushing Bros., - Edmonton, FT. SASKATCHEWAN CASH STORE We carry a complete stock of Groceries at Edmonton Prices. We also keep a well-assorted stock of Dry-Goods, Boots and Shoes, Men's Furnishings, Hats and Caps, Clothing and Crockery. One price only and that the lowest. MORRIS BROS. N. B.-The Cheap Sale still continues.

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EDMONTON BULLETIN

Semi-Weekly.

Printed Monday and Friday evenings.

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EDMONTON BULLETIN MARCH, 18th, 1901

EDMONTON'S NEW SCHOOL.

We give to-day two cuts of the public school which the school trustees propose to erect here during the coming summer. On Wednesday the ratepayers vote on the by-law to raise \$30,000 for the purpose of purchasing the site and erecting the building, which will be one of the handsomest and most conveniently planned structures in the west. The site, consisting of lots 88 to 97, inclusive, River Lot 8, will cost \$1,250.00, and the balance of the \$30,000 will be applied on the building itself. The plans were drawn by Messrs. Edmiston & Johnson, architects, who have laid out the structure, as the appended detailed description will show, on the most modern plan throughout; and so well was their work done that their plan was accepted by the school board ahead of a dozen others submitted by some of the leading eastern architects. The development of the town has made additional educational facilities necessary. The present school is a fair sized building, handsomely situated, but is altogether too small for the pupils attending, the result of which has been that for the past three years the overflow classes have been billeted around town, wherever class rooms were available. Now with the undermining of the ground by coal shafts the building is becoming damaged, if not unsafe, and the erection of a new building, which will be large enough to hold all classes and free from any foundation weakness, has become a necessity. The site selected by the trustees is the very best one that they could get after the most careful investigation. It is excellently situated in a central situation, as it is possible to procure, and gives plenty of room for recreation grounds. The position of the town where the school is to be erected is preeminently adapted for residential purposes, and is each year becoming more closely built up as the natural growth of the town continues. The site is immediately north of Ings, Snyder's house, on Queen street.

The plans of Messrs. Edmiston & Johnson, the successful competitors, show a brick ten-room building to accommodate 540 pupils. The style is modified Romanesque, adapted to the requirements of a modern primary and high school. The principal elevation shows a frontage of 75 feet, with a tower and belfry on the southwest corner; the depth from front to rear is 101 feet, not including projecting bays, etc. The wall surface is paneled and pierced with circular-headed windows, having continuous segmental brick and stone arches. The two side elevations of the building show bays having gable finish. The exterior walling throughout will be of selected pressed brick, and the roof which shows heavy projecting cornices, will be finished with a deck and ornamental iron cresting. There are three entrances on the ground floor; the main or front leading to a lobby through the principal corridor; and two side entrances for boys and girls respectively; the latter leading also to the basement. On this floor are five class rooms, each 25x30 feet, and connected with these are cloak rooms, through which the pupils enter the different class rooms at the rear. The class and cloak rooms open into the corridor, in which are placed two wide staircases leading to first floor. The height of floor is thirteen feet. In this tower on this floor is arranged for five class rooms of the same size and similar in every respect to the class rooms previously described, and is practically a duplicate of the floor below, except that its height is twelve feet. A staircase from this floor gives access to the assembly hall and caretaker's rooms on the second floor. The roof of the assembly hall is supported by frame trusses and is lighted by the gable windows. Each class room is provided with a maximum amount of light, falling to the left of the pupils. Patent composition blackboards will extend around all class rooms about three feet six inches from the floor. The corridors and class rooms throughout will be



EDMONTON'S NEW \$30,000 SCHOOL.—FRONT ELEVATION. FRONTAGE 75 FEET.

plastered and will have wainscoting around the walls three feet six inches high. The floors throughout will open outwardly and have transom lights over them, and all the sash will be double hung. The school is to be heated by the direct-indirect system of hot water or steam, as the trustees may decide, and ventilated by means of fresh cold air conveyed through ducts from the outside of the building to fresh-air-gathering chambers, and there warmed by coils in the basement, and supplied the several rooms, etc., through stacks of brick fresh, warm

air ducts. The exhaust of foul air will be taken off the floors by means of exhaust ducts, two in each room, one connecting with the vents of the chimney stacks and the other with the furnaces, thus insuring a continuous circulation of air in the rooms. In addition to the indirect system of heating the building by warm air ducts, there will also be placed radiators under the windows and near the cooling surfaces of the building. All the bearing and division walls throughout will be of brick. The masonry will probably be placed in a separately heated and

ventilated building at the rear of the property, and a plumbing and sewerage system connected in the near future with the town's proposed waterworks system.

Voting on the by-law commences at 10 a. m. o'clock on Wednesday, and continues until 4 p. m., in the council chamber at the town hall. A straight majority of those voting is all that is required, no two-thirds being necessary as in the case of a municipal vote. All ratepayers are entitled to a vote, except those who pay poll tax only.



EDMONTON'S NEW \$30,000 SCHOOL.—SIDE ELEVATION. DEPTH OF BUILDING 101 FEET.

GREAT NORTHERN COMING.

The survey of the proposed line to connect the Great Northern with the Crow's Nest coal fields in East Kootenay has begun in earnest. A party of Great Northern engineers from Vancouver, with assistants and supplies, arrived at Kalispell recently and are now at work running a line from Jennings, Mont., to the international boundary. The people of Kalispell have been confident of securing the southern terminus of the proposed road on account of the alleged superiority of the route from that point to Tobacco Plains via

the Stillwater, but the fact that the company has authorized a survey from Jennings has placed Kalispell on the anxious seat.

Of the 31 officials who went out to South Africa with the Southrons 18 returned, and of the 500 men 362 have returned. When they left Cape Town they had 515 all told on board. Of these 147 remained in England on furlough pending discharge. The regiment lost 20 men by death, 14 from illness and 12 killed. Thirty-eight members of the corps remained in South Africa joining other regiments, while 26 remained to engage in business pursuits.

The Roblin railway deal has passed its second reading in the Manitoba house by a vote of 28 to 9.

In Moosejaw constituency there will be two candidates in the by-election next Friday. G. N. Anable has come out as an independent in opposition to A. Hitchcock who is a supporter of the government.

The hockey match on Saturday last at Winnipeg between the Shamrocks of Montreal and the Winnipeg result in a victory for the visitors by a score of 6 to 2. On Monday evening the Shamrocks were pitted against the Shamrocks and defeated them by a score of 4 to 0.

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Stellian, (Alban)	Portland	Mar. 20	10:00
Cambridge, (Dominion)	Portland	Mar. 27	10:00
Pearson, (Alban)	Vancouver	Apr. 7	10:00
Vancouver, (Dominion)	Portland	Apr. 13	10:00
Lake Superior, (Alban)	Portland	Apr. 20	10:00
Lake Ontario, (Alban)	Portland	Apr. 27	10:00
Siberian, (Alban)	New York	May 4	10:00
St. Louis, (Alban)	New York	May 11	10:00
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RAILWAY COMMISSION.

During the debate on Mr. Davis' motion for the appointment of a railway commission Mr. Oliver spoke as follows. Report from Hon. Mr. Davis:

Mr. Frank Oliver (Alberta). It is not necessary to add anything to what has been said in proof of the necessity of a railway commission whose duty it would be to adjust fairly the rates as between shippers and as between different localities. What I wish to say is, that while a railway commission is necessary, in my humble opinion, towards remedying the present conditions, it does not and cannot in the nature of things, provide a complete remedy for these conditions. Some of these conditions, I am afraid, have gone beyond remedy. But the fact that there are or may be such conditions as cannot be remedied makes it all the more necessary that we should provide against the recurrence of like conditions in all cases in the future over which we have control, and with the responsibility for which we are charged. The point has probably been alluded to by other speakers, but I wish to emphasize it, that the great difficulty we have, or shall have, in dealing with the question of rates on our railroad system is the fact that the railroads of the country have been permitted to be overloaded with indebtedness. In view of that circumstance, and in view of the facts laid before the house, I desire to place before the hon. members the great and urgent necessity of providing against over-capitalization of all railroads chartered by this house in the future. I hold that if this house allows railroads to be bonded on the basis of their possible earning power, instead of requiring that they shall be bonded only on the basis of their cost, this house cannot afterwards come in and regulate the rates below the point that will permit those roads to earn a fair interest on the amount of indebtedness which has been incurred with the consent of this house. We should provide in all railroad charters hereafter given that indebtedness should not be allowed beyond the cost of the road. Then, we say for what we get and we get what we pay for. We know that we cannot have railroads without money. Our complaint against present conditions is not that we are required to earn interest on the cost of the roads, but it is that we are required to pay interest on double and treble the cost of the roads; and we ask that for the future we shall be ensured that, whatever the railroads may cost, it is only on that cost that we shall be required to pay interest in the way of railway rates.

Now, as there have been instances given of peculiar rates, I wish to draw attention to an instance also, the more particularly because this is in connection with the rates over the Crow's Nest Pass railway, a railway the rates on which, we were given to understand, the government absolutely controlled. I have a memorandum placed in my hands which purports to give the local rates charged over that road, between certain points previous to May, 1900, and since May, 1900. I find that, from Lethbridge to Cranbrook, previous to May, 1900, the first class was 99 cents per hundred pounds; second class, 82 cents; third class, 65 cents; fourth class, 49 cents; fifth class, 44 cents; and tenth class, 22 cents. I find that since May 14, 1900, the rates have been: first class, \$1.27 per hundred pounds; second class, \$1.06; third class, 85 cents; fourth class, 65 cents; fifth class, 58 cents; and tenth class, 29th cents. The people who live along that line of road very naturally asked that question, and I may tell the house and the minister that they asked it very pertinently during the election, how, if this government had control of the rates over that road, they permitted that increase to be made. I was not able to answer them, and I ask the minister of railways now: Has the government, as a matter of fact, control over those rates, and if it has, what were the reasons which led them to permit this increase of rates to take place? I think anybody will agree, upon comparing the rates previous to May, 1900, over the Crow's Nest line with similar rates in other parts of the country, that those rates were certainly high enough. But they were increased very materially after May 14, and the people along that line and I, as their representative in this house, want to know whether that increase was made in defiance of the government or with the consent of the government.

Hon. Mr. Blair, minister of railways, in the course of his speech made the following allusion to the increase of local freight rates which had been mentioned by Mr. Oliver, of Alberta, and Mr. Gallihur, of Yale-Cariboo.

Hon. gentlemen complain of high rates upon many grounds. I will take the case that was mentioned to-day—the increase of rates between Cranbrook and Lethbridge, or between Lethbridge and Nelson. What is the fact with regard to that case? The fact is that the rates which are now being imposed by the railway company are not in excess of the rates which are authorized by law to impose under the schedule which was fixed by the governor-in-council, with the best information at our disposal. It is true, there was a raise in the rate not very long since, but that raise occurred in this way. There was a reduction previously, or when the rate was first fixed, it was very low. As a schedule. For some reason or other, the companies concerned felt that those rates were too low, and they raised

them; but they did not raise them beyond or up to the schedule of rates allowed them by law, or when the tariff was submitted and approved by the governor-in-council. It does not follow by any means that because we approve of a schedule of rates, the railway companies will always or to any great degree maintain their rates up to that schedule. That is the maximum. We have to fix a maximum. It is the only way in which rates could be fixed by us on by a railway commission. We cannot fix a rate to-day and another rate to-morrow for another part of the line. We have to make a general rate for a district or area of country, arriving as well as we can at a conclusion as to what would be a fair and reasonable maximum rate to allow, from the best information we can gather, considering the different conditions of the different belts or areas. We have to consider the cost of operating the line. We do not often consider the question of the cost of building the line or the extent to which bonds have been issued. These are not the things we have in our minds; but we have thought that we could best arrive at fair results with regard to a tariff of rates by comparison with other roads operating under like conditions, in other countries it may be, or in our own. For instance, when we were determining what we would approve as the maximum scale for the Crow's Nest Pass railway, we took pains to ascertain what were the schedules allowed and in operation upon the lines to the south of the boundary traversing the same description of country as our own; and I will state to the house now that after a careful comparison of the rates, local and through, which were fixed by the authorities in the different states and territories to the south of the boundary line, we fixed as the maximum a lower schedule of rates upon the Canadian Pacific railway traversing the Crow's Nest Pass than were allowed on those other railways. In every single instance I think, we fixed lower rates in respect to all the classifications of goods and in respect to all the distances. At all events, we did so in the great majority of cases. So that it is not fair to say, and it cannot be said with a knowledge of the facts, that the schedules upon the Crow's Nest Pass railway are higher than the schedules upon the other roads which are traversing east and west, south of the boundary line.

I have no doubt that while these maximum schedules are as they are, there are reasons why some of the railways to the south, perhaps all of them, may issue their tariffs upon a lower scale than the maximum. I have no doubt that they do it just as we do it. Possibly they may under some particular circumstances make some of their distances lower. But we cannot by any possibility avoid that, and no tribunal, no railway commission, could reach a general conclusion as to what ought to be a fair maximum rate, in respect to all those classifications and in respect to distances, in any other way than the result was arrived at by the governor-in-council. It is not a thing which is capable of mathematical demonstration.

ABOUT THE RAILWAY.

The town solicitor, received on Friday's mail a letter from the solicitor of Mackenzie & Mann, enclosing a copy of the bill requesting the Edmonton, Yukon & Pacific Railway Co. The bill, which was introduced in the house by Mr. Oliver on the 8th instant, is slightly different from the original charter. It briefs its terms as follows:

It declares Geo. McAvity and his associates to be the other shareholders of the company; it ratifies all the proceedings of the other shareholders and directors; it gives power to the company to convey or lease to the Canadian Northern or to amalgamate with that company; it extends the time for commencing work for two years and for completion to five years from the date of passing of amending act. This last clause does not alter, but purveys the effect of the agreements made between the town and Pugsley and McAvity and their associates.

With the copy of the bill Mr. Blair received a letter from the solicitor of the railway magnates asking that the proposed bill be approved by himself and the council of the town. It is complained with this request a special meeting of the council was held on Friday night when the bill came up for consideration. After deliberation it was accepted and approved by the council, with one slight and not material alteration. The bill duly approved, was returned on Saturday's mail.

INSTANT.

Lost from the premises of the under signed, one bay mare, weight about 1,000 pounds. Had rose given in for return to McAvity & Mann at Edmonton.

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I have for sale the farm of A. D. McDougall, Lamoureux, situated six miles N. W. of Fort Saskatchewan, 24 miles from Edmonton, within 2 miles of school and traversed by the Sturgeon River. Includes the whole Section 510 a res. Sec. 5, Tp. 56, R. 22, W. 4, 6. All frame buildings. House 22x26, 6. All frame buildings. House 22x26, 6. All frame buildings. House 22x26, 6.

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2. 240 acres of Sec. 32, Tp. 55, R. 22, W. 4th.
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4. N. E. 1-4 Sec. 17, Tp. 53, R. 23, W. 4th.

For prices and terms apply to
C. de W. MacDonald,
Advocate, Edmonton.

Notice is hereby given that application will be made to the Legislative Assembly of the Northwest Territories, at its next session, by Lieutenant-Colonel Gustave Adolphe Drouin, of Montreal, in the Province of Quebec, Edward Middlesex, England, John H. Green, Barrister-at-Law, Meire Court Buildings, Temple, E. C. England, Raymond Prefontaine, Esq., Barrister-at-Law, Queen's Counsel, Member of the House of Commons, Mayor of Montreal, Montreal, in the Province of Quebec; Gustave Drouin, Esquire, Seigneur, of St. Anne, Manor House, St. Anne, County of Nicolet, in the Province of Quebec; George Tripodsky, 161 Huntingford Road, Barnsbury, London, England, for the passing of an Ordinance constituting them, together with such persons as become shareholders in the company, under the name of the Saskatchewan Exploration Company, to explore, work, develop all mines, minerals and other deposits, river beds, bays and beaches by dredges or other means, own real and personal property and generally to do such acts and things as are necessary or incidental to the attainment of such objects or the Northwest Territories, in the Town of Edmonton.

Edmonton, 15th January, 1901.
I. S. COWAN,
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